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CHICAGO TRANSIT AUTHORITY
1966 ANNUAL REPORT

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CHICAGO TRANSIT AUTHORITY

TWENTY - SECOND ANNUAL REPORT

For the Fiscal Year Ended December 31, 1966

THE YEAR IN BRIEF

	1966	1965
FINANCIAL SUMMARY		
Gross Revenues	$147,500,000	$138,900,000
Operating and Maintenance Expenses	$128,200,000	$120,400,000
Deficit in Depreciation Provision after Debt Service Charges —		
Current Year	$ (800,000)	$ (700,000)
Previous Year	(1,100,000)	(400,000)
Total	$ (1,900,000)	$ (1,100,000)
STATISTICS		
Originating Revenue Passengers	523,300,000	502,700,000
Revenue Car and Bus Miles	157,800,000	155,400,000
Passenger Rides per Mile Operated	3.32	3.23
Population of Chicago	3,466,000	3,534,000
Rides per Capita	151	142
Number of Active Employes	12,008	12,188

A MESSAGE FROM THE CHAIRMAN OF CHICAGO TRANSIT BOARD

GEORGE L. DeMENT, Chairman
(M) Term Expires August 31, 1973

JAMES R. QUINN, Vice Chairman
(M) Term Expires August 31, 1971

WILLIAM W. McKENNA, Secretary
(M) Term Expires August 31, 1967

JOSEPH D. MURPHY
(M) Term Expires August 31, 1972

RAYMOND J. PEACOCK
(G) Term Expires August 31, 1968

JAMES E. RUTHERFORD
(G) Term Expires August 31, 1969

MRS. BERNICE T. VAN DER VRIES
(G) Term Expires August 31, 1970

DEC 12 1967 Co

The passenger riding trends that developed during the fiscal year that ended December 31, 1966, were most gratifying and encouraging. However, although riding increased, the additional revenues produced were more than offset by the inflationary spiral that continued to increase operating costs.

The upward course of patronage growth which began in 1965 was carried into 1966. In my judgment, this steady climb indicates a growing public awareness and recognition of the efficiency and economy of mass transit facilities.

Increasingly, the money saved by riding CTA services has become more important to cost-conscious riders. This is especially true when combined with relaxation due to the avoidance of traffic worries and of parking at the beginning and end of their trips.

During the year service improvements continued to be made by extending service into new areas, changing routes to serve the riders better, and scheduling additional express bus service.

George DeMent

THOMAS B. O'CONNOR, General Manager
GEORGE J. SCHALLER, General Attorney

M—Appointed by the Mayor of the City of Chicago.
G—Appointed by the Governor of the State of Illinois.

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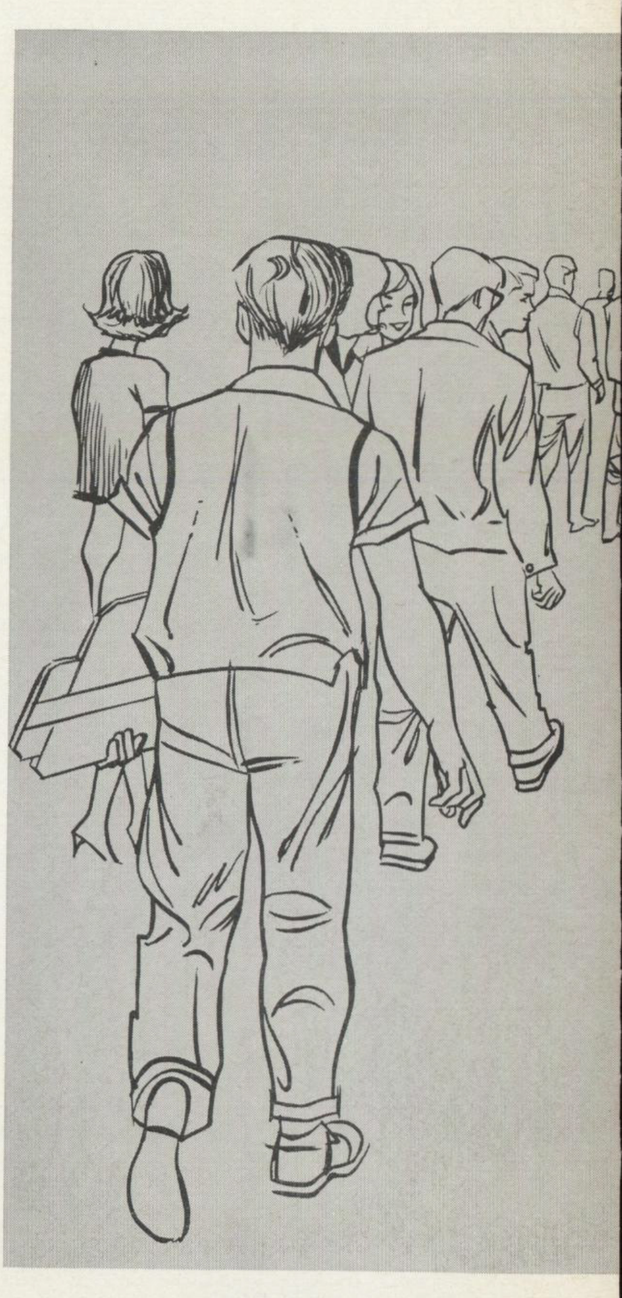
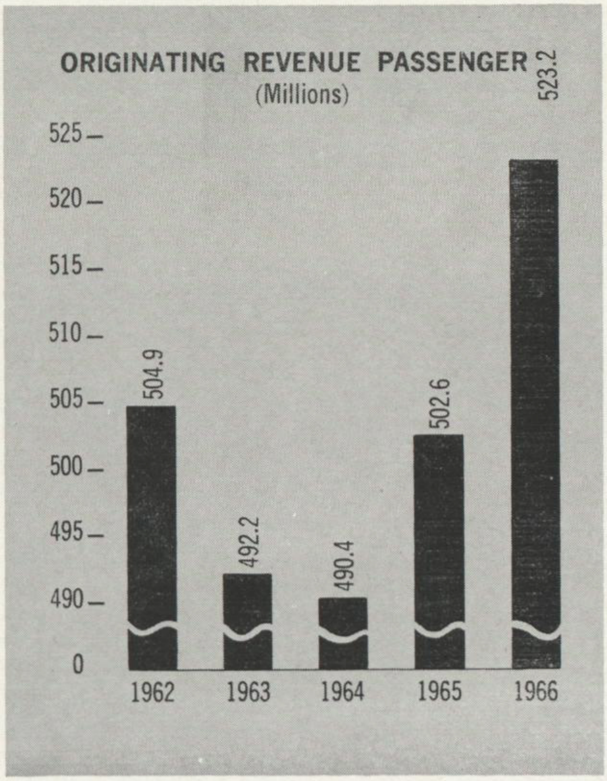


OPERATIONS REVIEW

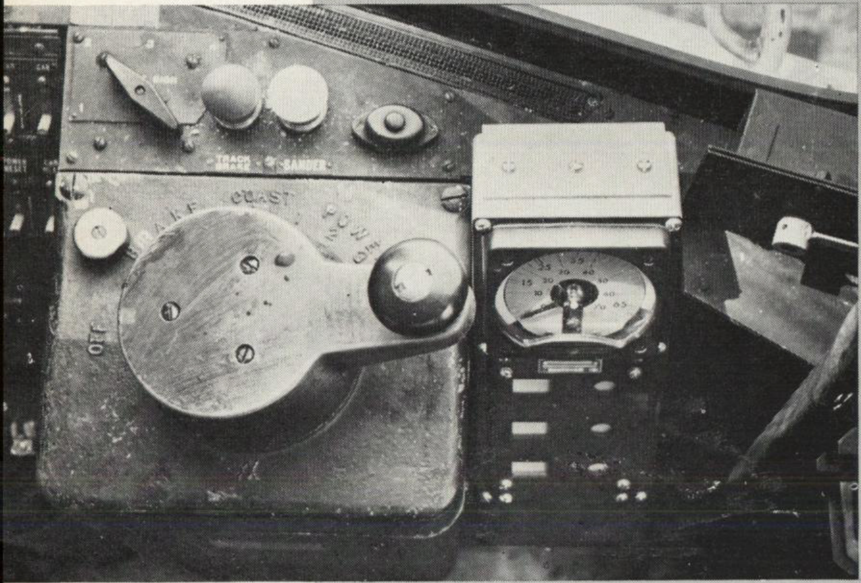


RIDING TRENDS

An increase of 20,617,197 in originating revenue passengers during the fiscal year 1966 (53 weeks) over 1965 (52 weeks) may be attributed, in part, to improved economic conditions and employment in the Chicago metropolitan area. Details of originating revenue passengers arranged in periods for comparative purposes for fiscal years 1966 and 1965, are shown in the following table:

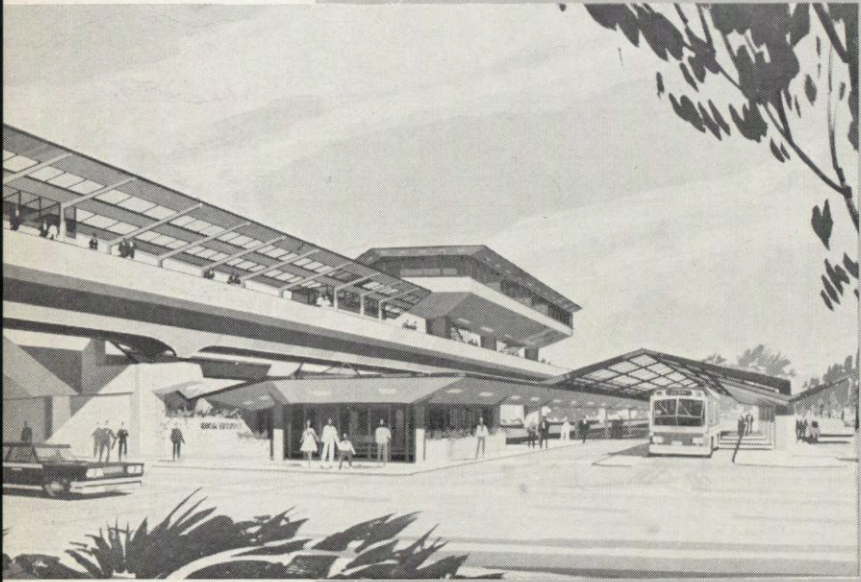
	Originating Revenue Passengers		**Increase**	
Periods	**1966**	**1965**	**Number**	**Per Cent**
1, 2, 3	117,986,318	114,355,348	3,630,970	3.18
4, 5, 6	120,372,653	117,782,144	2,590,509	2.20
7, 8, 9, 10	154,112,318	149,720,349	4,391,969	2.93
11, 12, 13*	130,819,696	120,815,947	10,003,749	8.28
Total	523,290,985	502,673,788	20,617,197	4.10

*1966, 13th period consists of 5 weeks compared to 4 weeks in 1965.



SKOKIE
SKOKIE SWIFT

Installation of the latest type of in-cab signalling system on the Lake rapid transit route (above), making the Skokie Swift rapid transit route a permanent part of the CTA system (right), and application for Federal funds to extend the Englewood rapid transit route were among the year's diverse activities.



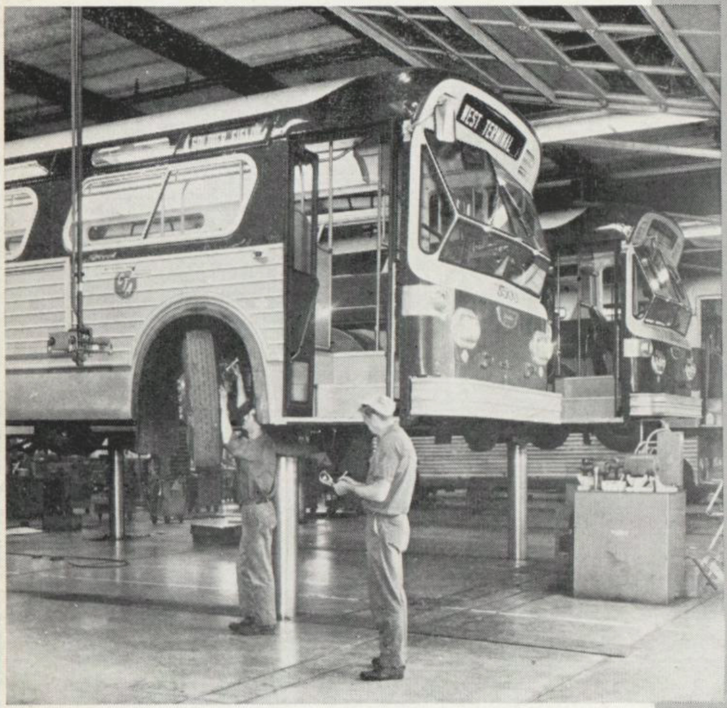
IMPROVEMENTS AND CONSTRUCTION

Modernization of CTA's passenger and operating facilities progressed during 1966 with new building construction, installation of escalators, substation conversions, and installation of an automatic interlocking plant.

Construction of an inspection and maintenance shop at the Lake rapid transit terminal in Forest Park neared completion. The two-story structure of concrete face brick and structural steel with a floor area of 25,000 square feet will provide a centralized facility for maintenance and repair of the air-conditioned cars operating on the Lake route.

At State and Lake streets the first escalator in the Loop between street-level and the elevated structure was placed in service in December, 1966. A second escalator at State and Van Buren streets neared completion. Both escalator enclosures are of plexiglass and aluminum construction and have fluorescent lighting and infra-red heaters.

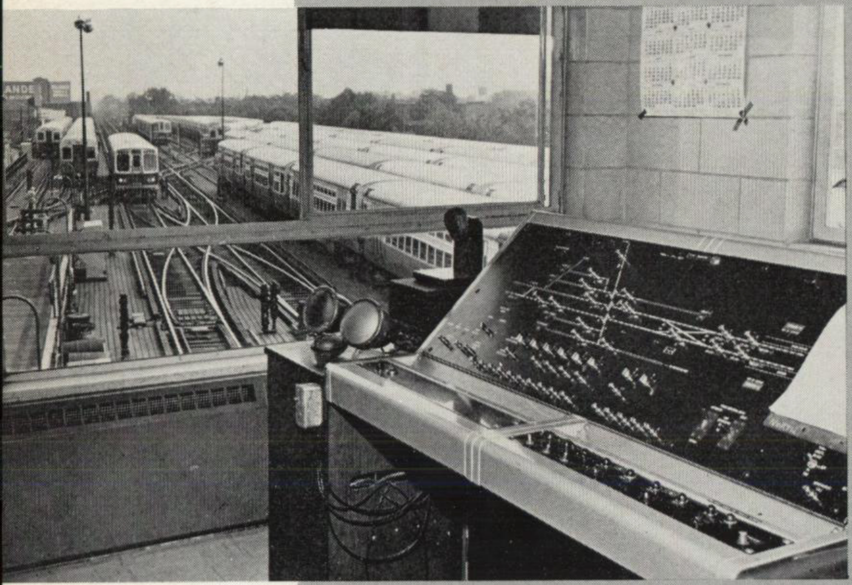
The 20th and 42nd street substations were converted from 25-cycle to 60-cycle operation and from manual to automatic operation under control and supervision of the centrally-located power supervisor's office. These are the second and third substations to be converted and modernized in the ten-year program, the cost of which is being shared by CTA and the Commonwealth Edison company.



During 1966 the Park 'N' Ride lot at the Congress terminal of the West-Northwest rapid transit route was improved (above), delivery was also taken of 294 latest-type "New Look" buses (left), and concrete ties were installed for trial near the Bryn Mawr station on the North-South rapid transit route.

A new all-electric interlocking plant, which operates automatically in light load periods, was installed at the Logan Square terminal. The plant is operated manually during rush periods because of train movements into and out of the car storage yards.

Installation of car and wayside equipment for the modern automatic block signaling system on the Lake rapid transit



Further improvements to service were effected by the installation of an automated all-electric interlocking plant at the Logan Square terminal on the West-Northwest rapid transit route (above), and the official inauguration of Lunt-Touhy bus service to a new off-street terminal at Winston Towers Apartments.

NORTH TERMINAL

route, using coded audio-frequency track circuits, cab signals, and speed-sensitive braking control was partially completed. This is one of the most modern signaling systems available.

The Park 'N' Ride lot at the Congress terminal of the West-Northwest rapid transit route in Forest Park was completely remodeled with resurfacing, lighting, and improved parking stall markings. To offset the cost of this work, beginning September 19 a 25¢ parking fee was charged.

In December, CTA became the first operating rapid transit system in the United States and Canada to use concrete ties. The experimental ties were installed for 1,500 feet on the northbound track of the North-South rapid transit route between the Berwyn and Bryn Mawr stations.

RAPID TRANSIT EXPANSION PLANS

Expansion plans for CTA's rapid transit system received a boost during 1966 when the voters of Chicago approved a $28-million bond issue as the city's share for constructing rapid transit facilities in the median strips of the Kennedy and Dan Ryan expressways and for the improvement and modernization of existing rapid transit stations. Under the Urban Mass Transportation Act of 1964, the $68,829,000 cost of these projects will be shared by the City of Chicago and the Federal government.

The West-Northwest rapid transit route will be extended from its present terminal at Logan Square via subway to the median strip of the Kennedy expressway, and then to a new terminal near Central and Milwaukee avenues for a distance of about 5.2 miles.

The Dan Ryan Express route will be operated in the median of the Dan Ryan expressway for 9.5 miles from the existing tracks near 17th and State streets to a terminal near 95th street.

A joint project of the Department of Public Works of the City of Chicago and CTA to extend CTA's Englewood rapid transit route from 63rd street and Loomis boulevard to a new terminal at 63rd street and Ashland avenue got underway. One-third of the approximately six-million dollar project cost will be financed by the City of Chicago and the balance by the U.S. Department of Housing and Urban Development.

Additional plans that developed were the Northwest Passage Coordination project which will connect CTA's Clinton station on the Lake rapid transit route with the Chicago and North Western Railway station. The overall proposal is divided into a capital grant project to cover the cost of modernizing CTA's Clinton station at a total cost of $332,000, and a research demonstration grant to cover the work in the C&NW station and for conducting studies. The demonstration project is estimated to cost $498,000, of which the C&NW commitment is $141,000 and CTA $25,000.

SKOKIE SWIFT PROJECT

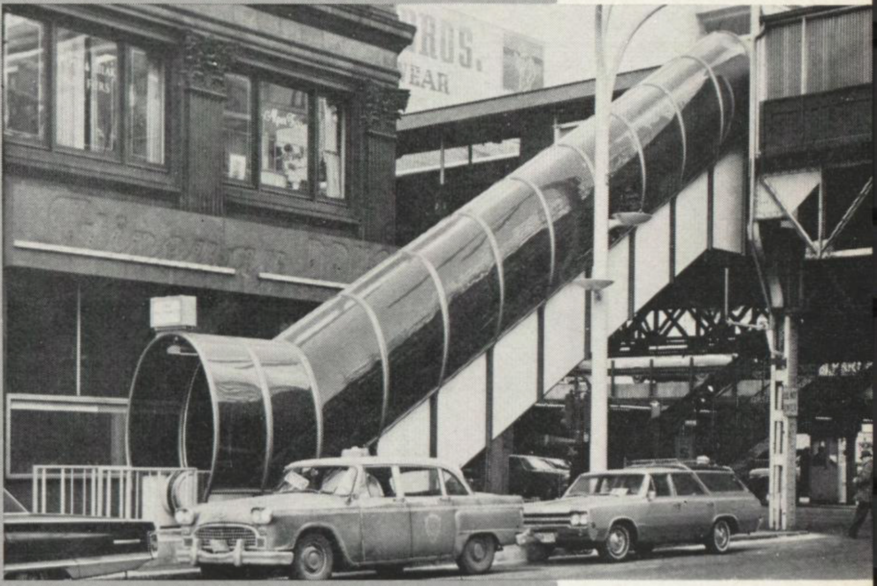
Operation of the successful Skokie Swift Demonstration project, which had been jointly sponsored by the U.S. Department of Housing and Urban Development, the Village of Skokie, and CTA, was terminated at the end of the project period, April 19, 1966, and Chicago Transit Board then acted to make it a permanent part of CTA's rapid transit system.

In the two-year demonstration period, approximately 3,522,000 riders were served, a riding average of about 7,000 per day. During this time 606,400 miles or 59,578 round trips were operated.

NEW REVENUE VEHICLES

During 1966 CTA received delivery of 150 42-passenger diesel-powered buses costing $3,948,500, on an order placed in 1965. In addition, 144 of an order for 200 diesel-powered buses, costing $4,037,300, were delivered. The remaining 56 buses are to be delivered in 1967.

At December 31, 1966, CTA owned 4,394 vehicles—3,235 buses and 1,159 rapid transit cars.



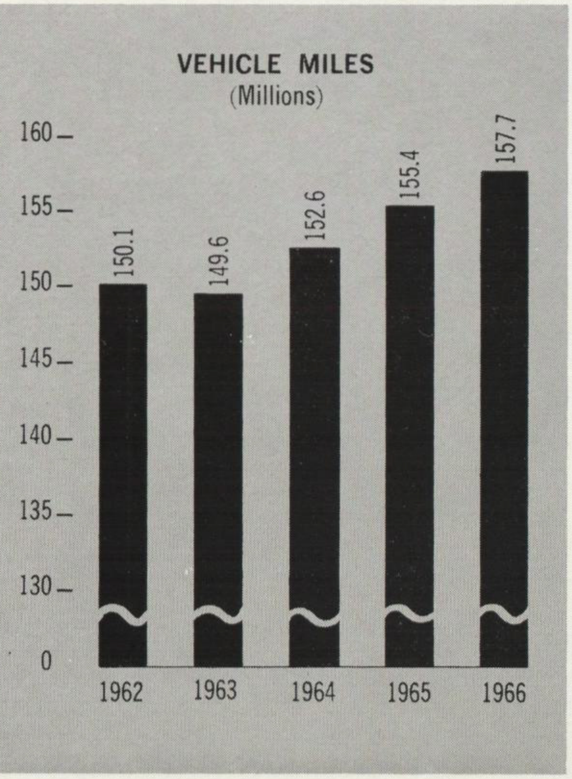
CTA's Christmas present to its riders was the new escalator opened on December 23 between street- and platform-level in the Loop at the State-Lake rapid transit station. Officiating at ceremonies placing the escalator in service are Mayor Richard J. Daley and CTA Board Chairman George L. DeMent.

rry Christmas

ORIGINATING REVENUE PASSENGERS
1948 THRU 1966

	Surface System			Rapid Transit System			Combined			Per Cent of Total Revenue Passengers Carried by	
	Total	Per Cent Reduction Under		Total	Per Cent Reduction Under		Total	Per Cent Reduction Under			
Calendar Year of	Revenue Riders	Previous Year	1948	Revenue Riders	Previous Year	1948	Revenue Riders	Previous Year	1948	Surf.	Rapid Transit
1948	914,347,321	—	—	137,599,607	—	—	1,051,946,928	—	—	86.92	13.08
1949	817,495,803	10.58	10.58	123,701,817	10.10	10.10	941,197,620	10.53	10.53	86.86	13.14
1950	722,508,732	11.62	20.96	110,754,505	10.45	19.60	833,263,237	11.47	20.79	86.71	13.29
1951	666,438,914	7.76	27.10	112,594,178	+1.66	18.25	779,033,092	6.51	25.94	85.55	14.45
1952	608,211,464	8.74	33.55	112,467,643	0.11	18.25	720,679,107	7.49	31.49	84.39	15.61
1953	574,821,563	5.48	37.15	111,025,584	1.28	19.30	685,847,147	4.83	34.80	83.81	16.19
1954	529,934,199	7.81	42.08	112,870,841	+1.64	18.00	642,805,040	6.28	38.89	82.44	17.56
1955	510,603,672	3.65	44.00	111,210,770	1.48	19.20	621,814,442	3.27	40.89	82.12	17.88
1956	505,623,461	0.98	44.80	115,609,937	+3.80	16.00	621,233,398	0.09	40.94	81.39	18.61
1957	469,785,257	7.09	48.62	112,280,610	2.88	18.40	582,065,867	6.30	44.67	80.71	19.29
1958	426,226,629	9.27	53.38	106,768,010	4.91	22.40	532,994,639	8.43	49.33	79.97	20.03
1959	432,684,329	+1.52	52.68	113,330,994	+6.15	17.64	546,015,323	+2.44	48.09	79.24	20.76
1960	421,832,145	2.51	53.86	112,924,491	0.36	17.93	534,756,636	2.06	49.17	78.88	21.12
1961	395,405,445	6.26	56.75	110,126,318	2.48	19.97	505,531,763	5.47	51.94	78.22	21.78
1962	390,842,961	1.15	57.25	114,068,016	+3.46	17.10	504,910,977	0.12	52.00	77.41	22.59
1963	381,166,527	2.48	58.31	111,065,005	2.63	19.28	492,231,532	2.51	53.21	77.44	22.56
*1964	379,251,204	0.23	—	111,218,011	+0.51	—	490,469,215	0.06	—	77.32	22.68
*1965	388,076,702	+2.33	—	114,597,086	+3.04	—	502,673,788	+2.49	—	77.20	22.80
**1966	405,728,973	+4.55	—	117,562,012	+2.59	—	523,290,985	+4.10	—	77.53	22.47

*The fiscal years 1964-1965 consist of thirteen four-week periods.
**The fiscal year 1966 consists of thirteen periods, plus an extra week to cause the total period to close December 31.



VEHICLE MILES

The Authority continued to maintain attractive, convenient, and frequent service during 1966.

Combined vehicle miles operated totaled 157,774,642, an increase of 2,357,504 (1.52%) over 1965. Surface system miles operated were 112,273,181, an increase of 1,205,239 (1.09%) over 1965. Rapid transit system car miles operated were 45,501,461, an increase of 1,152,265 (2.60%) over 1965.

During 1966 the surface system operated an average of 2,871 buses approximately 333,820 miles each weekday; the rapid transit system operated an average of 987 cars approximately 147,091 miles each weekday.

Average scheduled speed of buses in 1966 was 11.93 mph as compared with 11.98 mph in 1965; the average scheduled speed for rapid transit cars in 1966 was 23.02 mph as compared with 23.30 mph in 1965.

CHICAGO TRANSIT BOARD

Mr. George L. DeMent was reappointed a member of Chicago Transit Board for a term expiring August 31, 1973, and was reelected Chairman of Chicago Transit Board for a term of three years.

Mr. Joseph D. Murphy was reappointed a member of Chicago Transit Board for a term expiring August 31, 1972.

PERSONNEL

Employes in service at the close of the fiscal year ended December 31, 1966, numbered 12,194, a decrease of 198 from the 12,392 in service at December 26, 1965.

During the fiscal year 1966, 367 employes retired on pension, and 400 pensioners died. There were 5,428 retired employes receiving pension payments at the end of 1966.

The following changes were made in executive and supervisory positions during the year:

George J. Schaller was appointed General Attorney of Chicago Transit Authority, effective May 5, 1966, succeeding William J. Lynch, who resigned effective March 31, 1966, to accept his appointment as Judge of the United States District Court for Northern Illinois.

C. J. Buck was appointed Electrical Engineer, effective July 1, 1966, succeeding Carl W. Wolf, retired.

Arthur F. Stahl was appointed Superintendent of Security Operations, effective September 25, 1966.

Frank A. Johnson was appointed Superintendent of Training, Accident Studies and Employment, effective September 25, 1966, succeeding John A. Baker, resigned.

EMPLOYMENT

The manpower shortage became extremely critical during the early part of 1966, and continued throughout the year. With unemployment in the area at its lowest since 1952, the Employment department was unable to satisfy completely the manpower needs for bus operators. This shortage was somewhat relieved by employing more than 700 college students as full-time, temporary bus operators during their summer vacations. Simultaneously, attempts to recruit and hire permanent bus operators and other employes continued.

During the year, 925 permanent bus operators were hired, 1,589 applicants were hired for other classifications, and 325 employes were transferred to other classifications through job vacancy postings.

PUBLIC SAFETY

For the sixth consecutive year, CTA operating employes were involved in fewer than 10 traffic and passenger accidents per 100,000 miles operated. In 1966, the combined surface and rapid transit traffic and passenger accident frequency rate of 9.1 was 42% better than in 1954 when intensive safety-training activities began.

On a mileage basis, the rapid transit operating employes established a new safety record, having a traffic and passenger accident frequency rate of 1.64 accidents per 100,000 miles or 2.4% below the previous low set in 1962.

Both surface and rapid transit operating employes established new lows for passenger-type accidents. Their combined frequency rate for passenger accidents was 3.7 accidents per 100,000 miles, an improvement of 2.6% when compared to the previous low.

These achievements were made during a year of heavy manpower shortages and increased traffic congestion.

The following table and graph show comparisons of the Authority's public accident experience, which is comprised of all traffic and passenger accidents regardless of liability or severity.

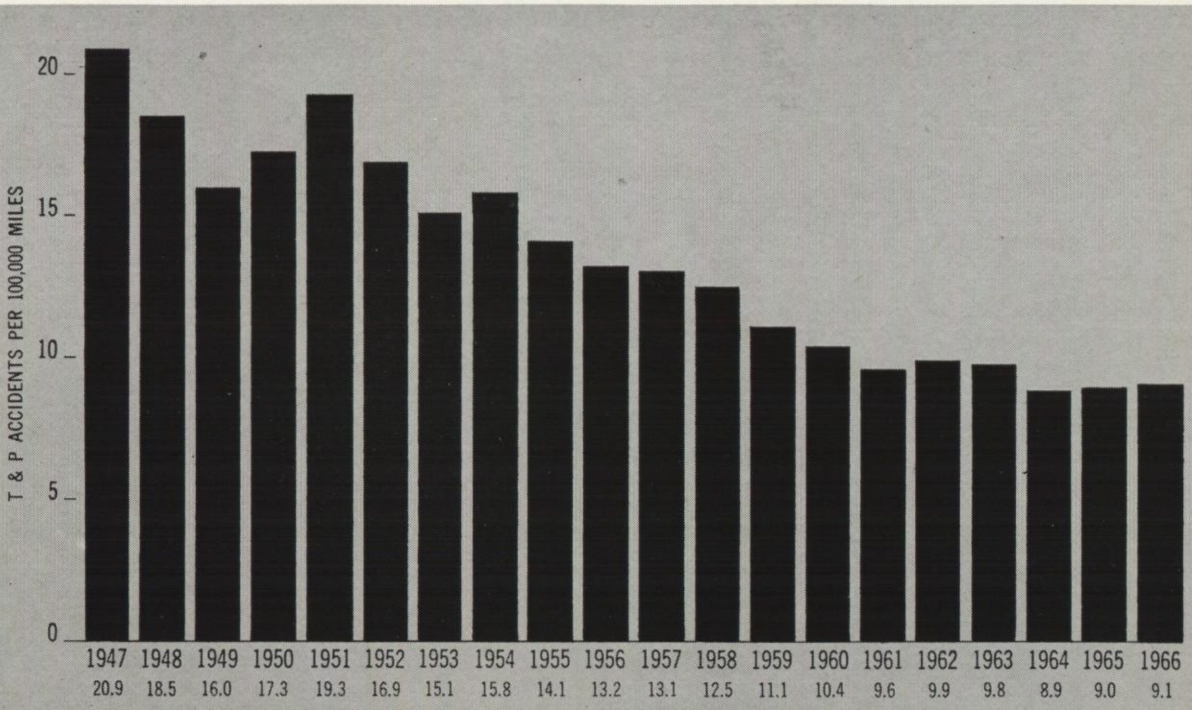
In the summer, college students report for training as part-time bus operators.

The table compares the 1966 public accident experience with 1965 and also with 1954 to show the effect of safety-training activities.

PUBLIC ACCIDENT EXPERIENCE

	1966	1965	1954	1966 Increase (Decrease) From 1965	1966 Increase (Decrease) From 1954
Traffic accidents	8,124	7,792	16,300	4.3%	(50.16%)
Passenger accidents	5,584	5,660	9,678	(1.3%)	(42.30%)
TOTAL ACCIDENTS	13,708	13,452	25,978	1.9%	(47.23%)
Revenue vehicle miles on routes (in thousands)	149,874	148,969	164,222	0.61%	(8.74%)
Frequency rate—Accidents per 100,000 miles					
Traffic accidents	5.4	5.2	9.9	3.9%	(45.45%)
Passenger accidents	3.7	3.8	5.9	(2.6%)	(37.29%)
TOTAL ACCIDENTS	9.1	9.0	15.8	1.1%	(42.41%)

The graph shows by years the combined traffic and passenger accident rate since the beginning of Authority operations. In the first eight years, the rate remained above 15 accidents per 100,000 miles. Beginning in 1955, there has been a substantial downward trend with the last six years remaining below 10 accidents per 100,000 miles.

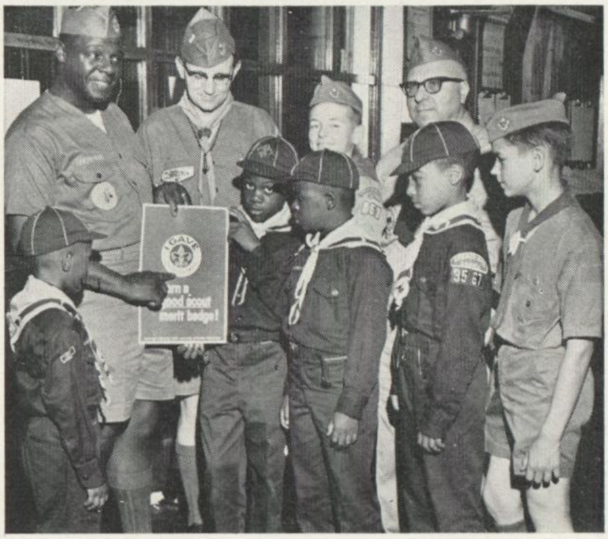


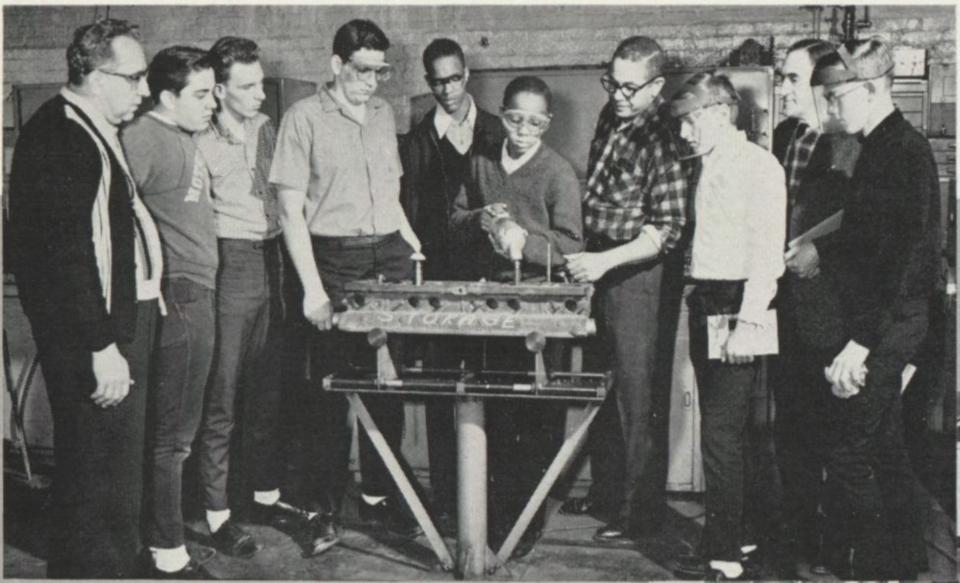
COMMUNITY ACTIVITIES–

RIGHT: Bus operators from 77th Street Station took an active part in the system-wide Boy Scouts of America fund-raising drive.

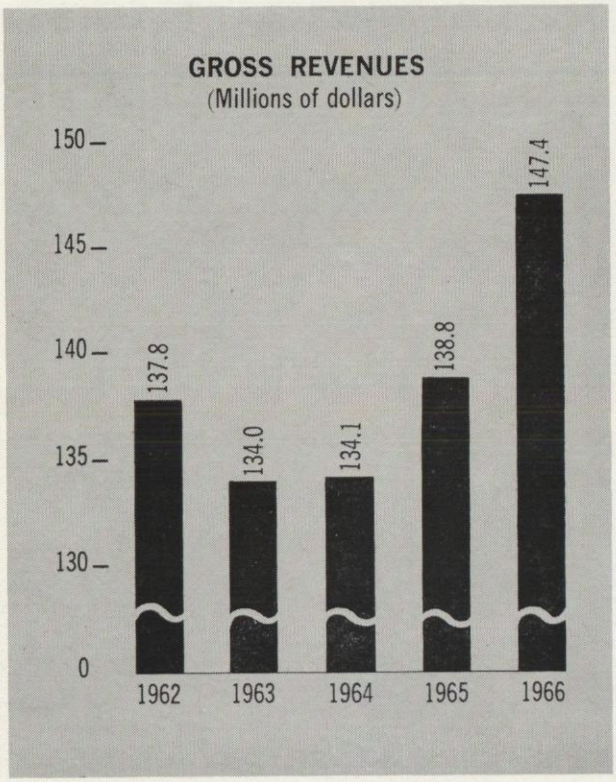
BELOW: Members of Scout Explorer Post No. 9607 learn skills at South Shops under the supervision of CTA personnel.

BOTTOM RIGHT: Starting at an early age, 500 summer school students receive instruction from CTA personnel in the proper manner of using public transportation.


I GAVE
I'm a good scout merit badge!



FINANCIAL RESULTS

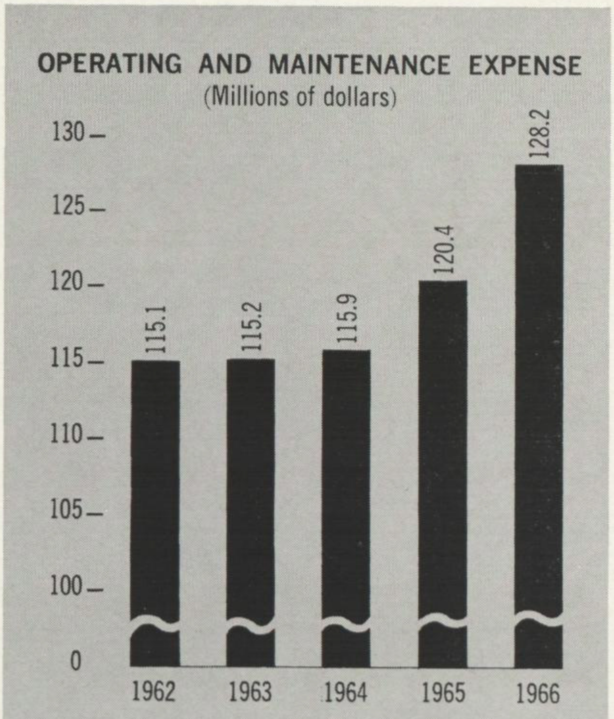


Gross revenues for the 1966 fiscal year totaled $147,471,425, an increase of $8,579,945 (6.18%) over 1965. Operating and maintenance expenses of $128,230,305 increased $7,816,584 (6.49%) over 1965. Sufficient revenues remained available to meet all debt service requirements, but fell $778,162 short of meeting the total requirement for depreciation which, together with a $1,069,393 deficiency carried over from the previous year, resulted in a total deficiency of $1,847,555 in meeting full depreciation requirements as of December 31, 1966.

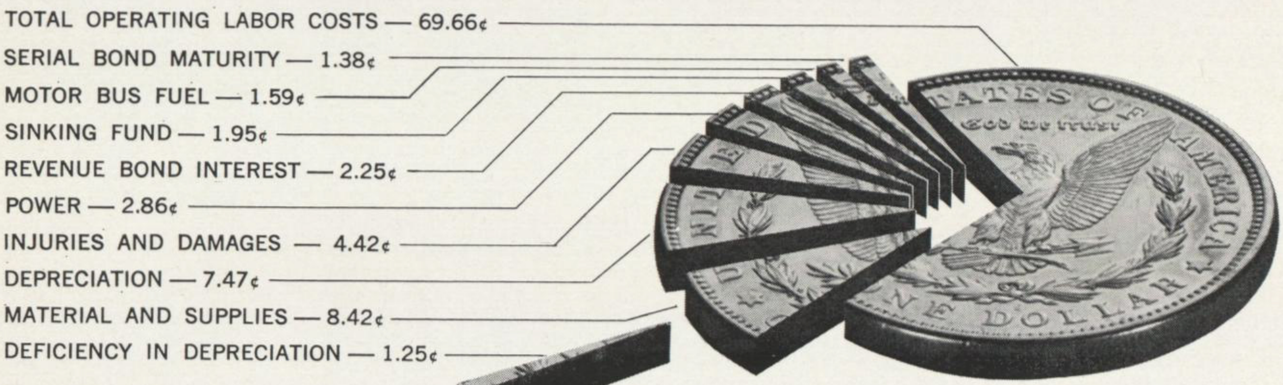
Sources of the Authority's revenue for the fiscal years 1966 and 1965 were as follows:

			Increase (Decrease)	
	1966	**1965**	**Amount**	**Per Cent**
Passenger revenues—				
Surface system	$111,643,728	$104,610,405	$7,033,323	6.72
Rapid transit system	32,443,463	31,179,194	1,264,269	4.05
	144,087,191	135,789,599	8,297,592	6.11
Charter service	742,090	613,381	128,709	20.98
	144,829,281	136,402,980	8,426,301	6.18
Other revenues—				
Station and car privileges	830,826	862,375	(31,549)	(3.66)
Rent of buildings and other property	454,944	447,526	7,418	1.66
Miscellaneous	1,356,374	1,178,599	177,775	15.08
	2,642,144	2,488,500	153,644	6.17
TOTAL REVENUES	$147,471,425	$138,891,480	$8,579,945	6.18

1966 data cover 53 weeks ended December 31, 1966; 1965 covers 52 weeks ended December 25, 1965.



DISTRIBUTION OF CTA'S REVENUE DOLLAR



NOTE: TOTAL OPERATING LABOR COSTS EXCLUDE $2,793,914 (1.89¢ OF CTA'S DOLLAR) CHARGED TO OPERATING MATERIALS AND SUPPLIES AND INJURIES AND DAMAGE RESERVE.

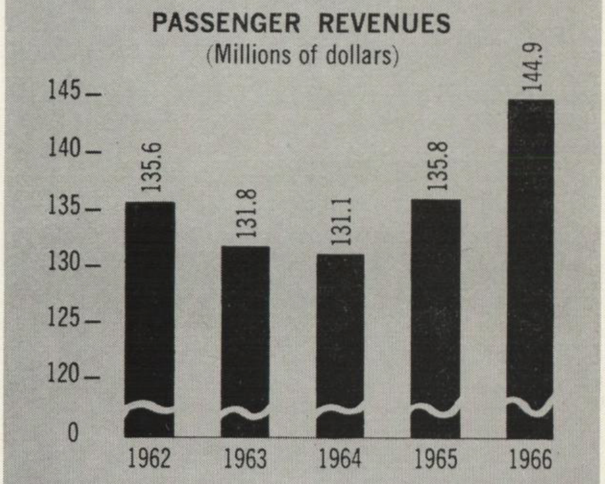
Passenger revenues increased in 1966 due to a 20,617,197 (4.10%) increase in originating revenue passengers, accounting for $5,311,900, and a 13,710,432 (5.45%) increase in the use of 5¢ transfers, accounting for $685,500. Reimbursement by the State of Illinois to cover the transportation of school children at a reduced rate of fare was greater by $2,300,200 since it was granted for the entire year 1966 whereas it had been granted for only 4½ months in 1965.

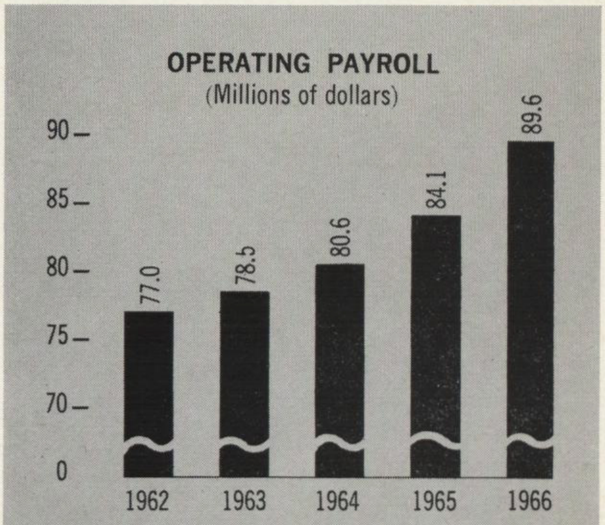
Charter service revenue for 1966 increased $128,700.

Other revenues increased $154,000, due to additional interest of $151,000 earned on securities held in various special funds; miscellaneous income increased $28,000, and rents of buildings and other properties increased by $7,000. These increases, however, were partially offset by a decrease of $32,000 in station and car privileges (advertising).

Despite operating economies in controllable expenses, operation and maintenance costs increased $7,816,584. This was due primarily to increases in wages.

The principal elements comprising operation and maintenance expenses for the years 1966 and 1965 are shown in the following table:





			Increase (Decrease)	
	1966	1965	Amount	Per Cent
Wages and salaries	$ 89,554,400	$ 84,101,607	$5,452,793	6.48
Pension contributions	8,289,724	7,691,844	597,880	7.77
Federal insurance contributions	3,468,982	2,239,426	1,229,556	54.90
Employes' insurance	1,417,592	1,076,647	340,945	31.67
TOTAL LABOR COSTS	102,730,698	95,109,524	7,621,174	8.01
Electric power purchased	4,219,231	4,163,976	55,255	1.33
Motor bus fuel consumed	2,345,235	2,172,094	173,141	7.97
Operating material and supplies	6,996,758	6,417,659	579,099	9.02
Provision for injuries and damages	6,514,044	7,536,349	(1,022,305)	(13.56)
Misc. services, supplies, etc.	5,424,339	5,014,119	410,220	8.18
TOTAL OPERATION AND MAINTENANCE EXPENSES	$128,230,305	$120,413,721	$7,816,584	6.49

Wages and salaries increased in 1966 from the application of higher wage rates and cost-of-living allowances provided in contracts that were effective December 1, 1965. As a result of arbitration proceedings that continued through most of 1966, an award for rapid transit employes (Division 308, Amalgamated Transit Union) was handed down on December 1, 1966. Many of the terms of the award, including wage rates and cost-of-living allowances, were made retroactive to December 1, 1965.

The newly negotiated three-year wage contracts provided for hourly wage increases of 8¢ on December 1, 1965; 11¢ on December 1, 1966; and 12¢ on December 1, 1967. The cost-of-living allowance of 8¢ per hour paid under previous contracts was incorporated into the basic wage rates of the new contracts. Additional cost-of-living allowances started with the first payroll period beginning after March 1, 1966, with quarterly adjustments thereafter.

The new wage rates, plus an 11¢ cost-of-living allowance accumulated by the quarter beginning December 1, 1966, increased 1966 wage costs $5,453,000.

The changes, applied to a bus operator's basic wages rates, were as follows:

	Basic hourly rate	Cost-of-living allowance	Total
December 25, 1965	$3.180	—	$3.180
1966 changes—			
Effective March 1	—	+$0.010	0.010
June 1	—	+ 0.035	0.035
September 1	—	+ 0.020	0.020
December 1	+ 0.110	+ 0.045	0.155
Net change	+ 0.110	+ 0.110	0.220
December 31, 1966	$3.290	$0.110	$3.400

Operating payroll hours for the fiscal year 1966 totaled 25,058,160, compared to 24,532,787 for 1965, an increase of 525,373 (2.14%); scheduled transit operations increased 601,353 hours and other transit operations decreased 75,979 hours.

Because of higher employe earnings, pension contributions of $8,289,724 for the year increased $597,880.

Federal old age insurance contributions amounted to $3,468,982, an increase of $1,229,556 over 1965, due to a change that was effective January 1, 1966, in the earning base from $4,800 to $6,600 and the contribution rate from 3.625% to 4.2%, an increase of $103.20 for each of the approximate 12,000 employes.

Employes' group insurance costs increased $340,945; premium increases were $291,279 to cover additional benefits provided by the new wage contracts; experience credits decreased $49,666.

Cost of electric power purchased during 1966 increased $55,255, due to an increase in mileage operated.

Motor bus fuel costs increased $173,141, due to an increase in miles operated, in unit cost per gallon, and also because of a decrease in miles per gallon.

Operating material and supplies costs increased $579,099 as a result of increased usage and unit price increases.

The provision for injury and damage settlements was accrued at 4½% of gross revenues from December 26, 1965, to October 31, 1966, and was then reduced to 4% beginning November 1, 1966. This resulted in a reduction of $1,022,305 from the year 1965, when the rate was 5½% from January 1, 1965, to November 30, 1965, and 4½% thereafter.

Claim and suit settlements, and expenses applicable thereto, amounted to $7,208,773 in 1966, compared with $6,481,813 in 1965 as shown in the following table:

	1966	1965	Increase (Decrease)
Claim settlements—			
Number	15,253	14,842	411
Settlement costs	$2,323,605	$2,362,957	$ (39,352)
Expenses	972,197	913,648	58,549
TOTAL COST OF CLAIMS	$3,295,802	$3,276,605	$ 19,197
Suit settlements—			
Number	2,290	2,051	239
Settlement costs	$2,809,166	$2,132,528	$676,638
Expenses	1,103,805	1,072,680	31,125
TOTAL COST OF SUITS	3,912,971	3,205,208	707,763
TOTAL COST	$7,208,773	$6,481,813	$726,960

Average cost per claim settled, excluding expenses, was $152 in 1966 compared with $159 in 1965. Suit costs, excluding expenses, averaged $1,227 in 1966, compared with $1,040 in 1965. The total cost of claim and suit settlements in 1966 amounted to 4.9% of gross revenue, as compared with 4.67% in 1965. Claims and suits settled during the year totaled 22,655 in 1966, compared with 21,540 in 1965, an increase of 1,115 or 5.2%.

Miscellaneous services and supplies costs were $410,220 higher than in 1965. Numerous fluctuating and, in some cases, non-recurring categories of expenses are included under this caption. The larger items accounting for this increase include fees of consultants in connection with the programming of a computer, engineering surveys and reports, general office rental and facilities, etc.

Debt service requirements for 1966 amounted to $8,221,568, an increase of $136,756 over 1965. Deposits to the series of 1947, 1952, and 1953 sinking funds, applied to the retirement of bonds in advance of maturity, increased $224,352 to the required total of $2,869,276. Deposits to series of 1947 serial bond maturity fund during 1966 increased $37,634 over 1965.

Interest of $3,320,034 paid on all series of revenue bonds during 1966 decreased $125,230 from 1965 as a result of the retirement of bonds. Bond retirements during 1966 follow:

REVENUE BONDS RETIRED DURING 1966

Series	Serial Bond Maturity Fund	Sinking Fund	Amortization Fund	Total	Total Retired to 12-31-66
1947	$ 2,000,000	$ 2,310,000	$ —	$4,310,000	$49,562,000
1952	—	732,000	—	732,000	4,248,000
1953	—	178,000	—	178,000	1,188,000
	2,000,000	3,220,000	—	$5,220,000	
TOTAL TO DATE	$29,000,000	$21,227,500	$4,770,500		$54,998,000

Serial bond maturity retirements of $2,000,000 of series 1947 bonds were at par. Sinking fund retirements of principal, the discount or premium involved, and future interest savings on these retirements are shown below:

SINKING FUNDS

Series	Par Value	Cost	Discount (Premium)	Interest Savings to Maturity
1947	$2,310,000	$2,225,527	$84,473	$1,041,808
1952	732,000	741,782	(9,782)	529,835
1953	178,000	180,337	(2,337)	127,989
TOTAL	$3,220,000	$3,147,646	$72,354	$1,699,632

Net principal savings to date by early retirement of term revenue bonds at discounts amounted to $1,213,625.

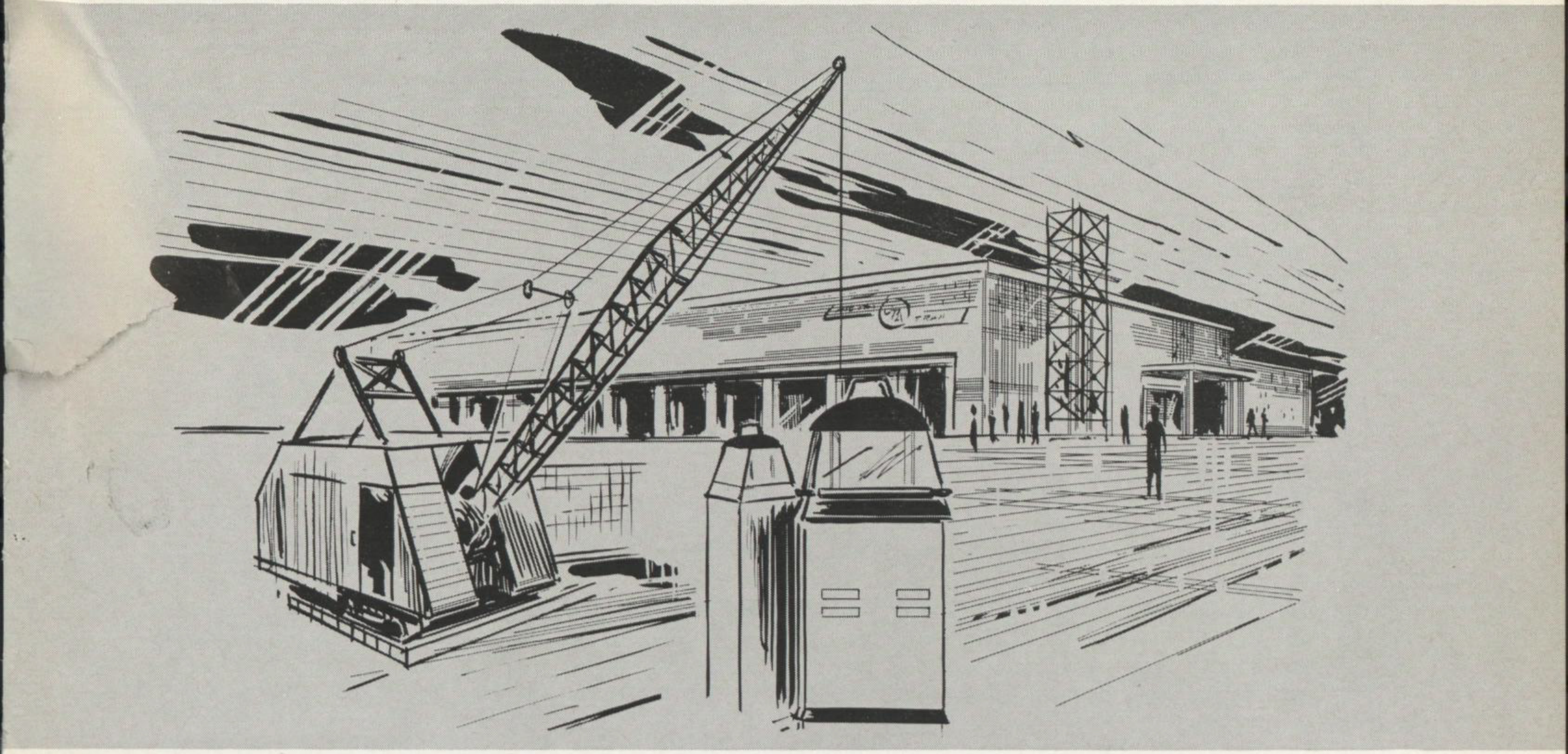
The annual interest reduction on $3,220,000 retired in advance of maturity during 1966 amounted to $127,575.

Provision for depreciation (8% of total revenues) amounted to $11,797,714, an increase of $686,396, due to increased revenues over 1965.

FINANCIAL POSITION

Statements setting forth the financial position of the Authority at December 31, 1966, together with the opinion of Arthur Andersen & Co., independent public accountants, and other statements showing various phases of operations for the fiscal year ended that date are presented in a following section of this report.

OUTLOOK FOR 1967



FINANCIAL BUDGET

An operating budget of $147,226,000 for the fiscal year 1967 was approved by Chicago Transit Board in December, 1966, which indicated that revenues would be sufficient to cover all operating expenses and debt service on revenue bonds, but that there would be a $4,058,300 deficiency in making deposits to meet depreciation provision requirements for 1967. The total deficiency, including an estimated carryover of $1,117,100 from 1966, was expected to amount to $5,175,400 by the end of 1967.

Passenger revenue estimates for 1967 were based on the assumption that the average daily revenue passenger riders would continue to increase slightly, as in the previous fiscal year.

Expenses budgeted were based on wage rates in effect at the close of the fiscal year of 1966, including a 6½¢ cost-of-living allowance then being paid. In addition, wage increases effective December 1, 1967, were also included in estimated costs. Minor increases in material and service costs were also anticipated.

FINANCIAL—PRELIMINARY RESULTS

Revenues for the first four-week period ended January 28, 1967, were not sufficient by $572,748, after meeting operating and maintenance costs, to meet debt service requirements. By January 31, when deposits were required to be made, this deficit had increased to $603,836, which had to be met by a transfer from the Operating Expense Reserve Fund as required by the Revenue Bond Trust agreement. A record snowstorm January 26 and 27, 1967, caused a complete disruption of traffic, preventing the movement of any vehicles, public transportation as well as other. Clearing of transit routes permitted movement of the Authority's vehicles much more quickly than private vehicles so that during the first two four-week periods ended February 25, 1967, passenger traffic of 79,497,088 revenue rides increased 2,104,754, (2.7%), compared with the first two four-week periods of 1966. Passenger revenues of $22,030,891 increased $730,867 (3.4%). Gross revenues of $22,426,507 increased $596,820 (2.7%); operation and maintenance expenses of $21,624,220 increased $1,937,327 (9.8%).

Costs for the two periods ended February 25, 1967, also increased, however, as a result of the tremendous snowstorm at the end of January followed by another on February 4, to such an extent that there was a deficiency of $1,696,682 in revenues available for deposit to the depreciation reserve fund. This, plus the deficiency accumulated at the end of 1966, $1,847,555, made a total accumulated deficiency at February 25, 1967, of $3,544,237.

BUDGET FOR CAPITAL PROJECTS

Cash available for capital outlays in 1967, including carry-over of capital funds appropriated but not spent in 1966, is estimated at $15,474,000. Of this amount $6,005,000 is committed or planned for the purchase of new vehicles. Most of the remaining balance is committed for other capital projects urgently needed, some of which are already under way.

Major capital items budgeted are as follows:

Purchase of motor buses, spare parts for motor buses and rapid transit cars	$ 6,005,000
Interest and principal on equipment trust certificates	1,694,900
Purchase of fare boxes	35,000
Lake street terminal facilities	311,000
Substation conversion	1,079,000
Track and track structures	2,599,000
Surface system buildings	1,624,000
Rapid transit system buildings	1,218,000
Surface system electrical	64,000
Rapid transit system electrical	561,000
Shops and Equipment, purchase of tools and scrapping of passenger equipment	43,000
Stores department, purchase of equipment	30,400
Purchase of office machines and equipment	50,000
Transportation department, automotive equipment	100,000
General and administrative costs capitalized	472,000
Purchase and sale of real estate (net)	(530,000)
Major contingencies	117,700
TOTAL	$15,474,000

ACKNOWLEDGEMENTS

The Board wishes to express its appreciation and thanks to the employees whose courtesy, skill, and dedication to public service contributed so much to the achievements of the year, and to the riding public for their valued patronage and support.

We also thank the several public bodies, public officials, and others who have assisted the Authority, for their continued cooperation and help in effecting transportation improvements in the Chicago area.

Special thanks are extended to those whose invaluable assistance made possible reimbursement to the Authority for the costs of transporting school children at a reduced fare.

Chicago Transit Board

Room 734
Merchandise Mart Plaza
Chicago, Illinois 60654

FINANCIAL STATEMENTS AND STATISTICS

ARTHUR ANDERSEN & CO.
CHICAGO, ILLINOIS

To Chicago Transit Board of
Chicago Transit Authority:

We have examined the balance sheet and statement of long-term debt of CHICAGO TRANSIT AUTHORITY (an Illinois municipal corporation) as of December 31, 1966, and the related statements of accumulated net earnings, of application of revenue and of funds for the fifty-three week period then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances. We have previously examined and reported on the financial statements for the preceding fiscal year.

In our opinion, the accompanying balance sheet and statements of long-term debt, of accumulated net earnings and of funds present fairly the financial position of Chicago Transit Authority as of December 31, 1966, and the sources and disposition of funds for the fifty-three week period then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year. Also, in our opinion, the accompanying statement of application of revenue presents fairly the distribution of revenue for the fifty-three week period ended December 31, 1966, in accordance with the provisions of the trust agreement securing the revenue bonds.

March 24, 1967.

ARTHUR ANDERSEN & CO.

Balance

ASSETS

	Dec. 31, 1966	Dec. 25, 1965
TRANSPORTATION PROPERTY, at cost	$239,667,898	$232,262,093
Less—Reserve for depreciation	107,751,741	102,829,724
	$131,916,157	$129,432,369
SPECIAL FUNDS, cash and U.S. Government securities, at cost:		
Held by revenue bond trustee—		
Depreciation reserve	$ 6,949,239	$ 11,472,434
Operating expense reserve	1,848,259	1,848,259
	$ 8,797,498	$ 13,320,693
Held by equipment trustee for purchase of equipment	—	82,368
Damage reserve	9,668,715	10,363,444
	$ 18,466,213	$ 23,766,505
CURRENT ASSETS:		
Cash and U.S. Government securities, at cost		
Working cash account (Note 3)	$ 17,593,138	$ 16,381,838
Deposits for payment of interest	1,627,059	1,676,112
Accounts receivable, less reserve	332,853	293,658
Materials and supplies, at average cost	5,822,533	5,809,867
Other	1,860,839	1,877,224
	$ 27,236,422	$ 26,038,699
	$177,618,792	$179,237,573

Sheets

LIABILITIES

	Dec. 31, 1966	Dec. 25, 1965
Long-Term Debt, including $6,203,535 debt service requirements due within one year (see accompanying statement) (Note 4):		
Revenue bonds, excluding amounts held by trustee for payment of principal (Note 5)	$ 71,098,318	$ 76,149,030
Equipment trust certificates, excluding amounts held by trustee for payment of principal (Note 6)	13,984,998	15,154,166
	$ 85,083,316	$ 91,303,196
Accumulated Net Earnings	$ 59,391,849	$ 54,993,745
Current Liabilities:		
Accounts payable	$ 5,112,510	$ 4,313,847
Accrued wages and vacation pay	8,396,003	8,242,641
Accrued interest	1,627,059	1,676,112
Deferred revenue (Note 7)	2,292,916	2,296,558
Other	287,544	289,149
	$ 17,716,032	$ 16,818,307
Damage Reserve	$ 15,427,595	$ 16,122,325
	$177,618,792	$179,237,573

The accompanying notes are an integral part of these statements.

Statements of Long-Term Debt

	Dec. 31, 1966	Dec. 25, 1965
REVENUE BONDS (Notes 4 and 5):		
Series of 1947, 3⅝% to 3¾%, due 1978	$55,438,000	$59,748,000
Series of 1952, 4½%, due 1982	18,752,000	19,484,000
Series of 1953, 4½%, due 1982	5,812,000	5,990,000
	$80,002,000	$85,222,000
Less—Funds held by trustee for payment of principal (see accompanying statement of funds)	8,903,682	9,072,970
	$71,098,318	$76,149,030
EQUIPMENT TRUST CERTIFICATES (Notes 4 and 6):		
Series 10, 2.90% to 3.25%, due 1973	$ 4,875,000	$ 5,625,000
Series 11, 3.25% to 3.90%, due 1976	9,210,000	9,625,000
	$14,085,000	$15,250,000
Less—Funds held by trustee for payment of principal (see accompanying statement of funds)	100,002	95,834
	$13,984,998	$15,154,166
	$85,083,316	$91,303,196

The accompanying notes are an integral part of these statements.

Statement of Accumulated Net Earnings

APPROPRIATED IN ACCORDANCE WITH THE TRUST AGREEMENT
SECURING THE REVENUE BONDS
FOR THE FIFTY-THREE WEEK PERIOD ENDED DECEMBER 31, 1966

BALANCE DECEMBER 25, 1965	$54,993,745
Deficiency in current year revenue, per accompanying statement of application of revenue	$ 778,162*
Amounts excluded from operating revenue and expenses in accordance with the revenue bond trust agreement—	
Interest on investments held for—	
Sinking funds	5,784
Revenue bond reserves	71,040
Modernization fund	5,582
Depreciation reserve fund	649,237
Interest on equipment trust certificates	529,266*
Discount on retirement of revenue bonds	72,355
	$ 503,430*
Appropriations for retirement of debt deducted from operating revenue in accordance with the revenue bond trust agreement—	
Serial bond maturity fund	2,032,258
Sinking funds	2,869,276
Net change	$ 4,398,104
BALANCE DECEMBER 31, 1966	$59,391,849

* Denotes deduction.

The accompanying notes are an integral part of these statements.

Statement

FOR THE FIFTY-THREE WEEK PE

FUND	Balance Dec. 25, 1965, Before Transfers	COLLECTED		Net Transfers Between Funds Made in 1966
		Revenue and Other Receipts	Interest Income	
HELD BY REVENUE BOND TRUSTEE:				
Transit Revenue	$11,342,588	$146,616,726	$ 60,043	$146,628,719*
Interest	1,685,250	—	63,390	3,202,281
Serial Bond Maturity	1,000,000	—	46,610	1,953,390
Sinking Funds	220,749	—	5,784	2,950,955
Reserve Funds	7,928,440	—	342,927	397,527*
Depreciation Reserve	13,557,402	—	649,237	9,659,724
Operating Expense Reserve	1,848,259	—	107,372	59,068*
Modernization	880,883	46,421	5,582	—
HELD BY EQUIPMENT TRUSTEE:				
For payment of interest	45,225	—	6,814	522,452
For payment of principal	95,834	—	15,159	1,154,009
For purchase of equipment	82,368	—	1,959	84,327*
OTHER:				
Working Cash Account	2,254,740	3,884,902	1,975	121,665,336
Damage Reserve	9,051,521	—	365,435	6,113,465
Excess Damage Reserve	1,000,000	—	51,971	51,971*
TOTAL	$50,993,259	$150,548,049	$1,724,258	$ —

* Denotes deduction.

# of Funds

RIOD ENDED DECEMBER 31, 1966

	Balance, December 31, 1966, Before Reflection of Transfers Yet to be Made Between Funds				Balance, December 31, 1966, After Transfers Between Funds		
	HELD AS				CLASSIFIED AS		
Disbursements	Cash	U. S. Government Securities	Total	Net Transfers Between Funds to be Made After Dec. 31, 1966	Special Funds	Current Assets	Reduction of Long-Term Debt
$ —	$ 7,740,752	$ 3,649,886	$11,390,638	$11,390,638*	$ —	$ —	$ —
3,365,698*	1,585,223	—	1,585,223	—	—	1,585,223	—
2,000,000*	342	999,658	1,000,000	—	—	—	1,000,000
3,147,646*	29,842	—	29,842	—	—	—	29,842
—	30,453	7,843,387	7,873,840	—	—	—	7,873,840
11,654,409*	392,170	11,819,784	12,211,954	5,262,715*	6,949,239	—	—
—	1,018,718	877,845	1,896,563	48,304*	1,848,259	—	—
886,465*	46,421	—	46,421	46,421*	—	—	—
532,655*	1,900	39,936	41,836	—	—	41,836	—
1,165,000*	1,626	98,376	100,002	—	—	—	100,002
—	—	—	—	—	—	—	—
126,660,451*	1,110,739	35,763	1,146,502	16,446,636	—	17,593,138	—
7,163,148*	1,390,482	6,976,791	8,367,273	301,442	8,668,715	—	—
—	242,380	757,620	1,000,000	—	1,000,000	—	—
$156,575,472*	$13,591,048	$33,099,046	$46,690,094	$ —	$18,466,213	$19,220,197	$9,003,684

The accompanying notes are an integral part of this statement.

Statements of Application of Revenue

FOR THE FIFTY-THREE WEEK AND FIFTY-TWO WEEK PERIODS ENDED
DECEMBER 31, 1966 AND DECEMBER 25, 1965

	1966 (53 Weeks)	1965 (52 Weeks)
OPERATING REVENUE:		
Passenger transportation	$144,829,281	$136,402,980
Other	2,642,144	2,488,500
	$147,471,425	$138,891,480
OPERATING EXPENSES:		
Operations and maintenance—		
Scheduled transit operations	$ 66,781,478	$ 60,985,271
Other, including maintenance and servicing of $25,721,776 and $24,283,133 in 1966 and 1965, respectively	30,980,833	29,712,383
Superintendence and general office	16,558,350	15,030,974
Provision for injuries and damages	6,514,044	7,536,349
Electric power for revenue equipment	4,219,231	4,161,534
Fuel for revenue equipment	2,345,235	2,172,094
Operating rentals (Note 9)	831,134	815,116
	$128,230,305	$120,413,721
REVENUE AVAILABLE FOR DEBT SERVICE	$ 19,241,120	$ 18,477,759
DEBT SERVICE REQUIREMENTS:		
Interest	$ 3,320,034	$ 3,445,264
Serial bond maturity fund	2,032,258	1,994,624
Sinking funds	2,869,276	2,644,924
	$ 8,221,568	$ 8,084,812
REVENUE AVAILABLE FOR DEPRECIATION	$ 11,019,552	$ 10,392,947
DEPRECIATION REQUIREMENT—CURRENT PERIOD	11,797,714	11,111,318
DEFICIENCY IN REVENUE, representing depreciation for which cash was not available for deposit with the Trustee:		
Current period	$ 778,162	$ 718,371
Beginning of period	1,069,393	351,022
End of period	$ 1,847,555	$ 1,069,393

The accompanying notes are an integral part of these statements.

Notes to Financial Statements

DECEMBER 31, 1966

(1) Revenue reported for the month of January, 1967, after providing for operating expenses which included extraordinarily high costs resulting from a heavy snowfall in January, were not sufficient to meet deposits for full debt service requirements. In accordance with the provisions of the Revenue Bond Trust Agreement, this deficiency was met by a transfer from the Operating Expense Reserve Fund.
As of February 28, 1967, the Authority estimates that the cumulative deficiency in revenue, representing depreciation for which cash was not available for deposit with the Trustee, was $3,500,000, compared to a deficiency of $1,847,555 as of December 31, 1966.

(2) Revenue of each calendar year after deducting operation and maintenance expenses is to be deposited in the following funds, in the order shown, to the extent that moneys are available therefor:

A. Revenue bond interest fund, serial bond maturity fund, sinking funds and reserve funds—deposits equal to debt service requirements as provided in the Revenue Bond Trust Agreement.

B. Depreciation reserve fund—deposits equal to the annual depreciation provision and deficiencies, if any, in prior years' deposits.

C. Revenue bond amortization fund—deposits, cumulative within the year, equal to $300,000 quarterly for the series of 1947 and 1952 revenue bonds and $16,714 quarterly for the series of 1953 revenue bonds.

D. Operating expense reserve fund—deposit to be not less than $900,000 each year, until the balance in the fund is equal to at least $4,000,000.

E. Municipal compensation fund—deposit to be computed in accordance with the franchise ordinance.

F. Modernization fund—deposits to be equal to the moneys remaining after making required deposits to the above funds.

(3) In conjunction with the purchase of certain right-of-way and other facilities in 1963, $1,500,000 was temporarily withdrawn from the working cash account, of which $900,000 had been reimbursed from the depreciation reserve fund as of December 31, 1966. The remaining $600,000 will be reimbursed from the depreciation reserve fund over a period not to exceed two years at a rate of not less than $300,000 per year subject to specific authorization by Chicago Transit Board in each year.

CONTINUED ON NEXT PAGE

(4) Debt service requirements in 1967 for the payment of principal on revenue bonds and equipment trust certificates consist of the following:

	Total	Revenue Bonds	Equipment Trust Certificates
Serial bond maturity	$1,994,624	$1,994,624	$ —
Sinking funds	3,000,578	3,000,578	—
Principal payment funds	1,208,333	—	1,208,333
	$6,203,535	$4,995,202	$1,208,333

(5) Payments of principal on revenue bonds are to be made annually from deposits made to the serial bond maturity fund and as rapidly as practicable from deposits made to the sinking funds but at least annually from deposits to the Series of 1947 sinking fund and semiannually from deposits to the Series of 1952 and 1953 sinking funds.

Revenue bond reserve requirements were met in prior years. Amounts deposited in revenue bond reserve funds can be used only for (a) payment of principal or interest on revenue bonds whenever on any principal or interest payment date there would be insufficient moneys held by the trustee in applicable principal, interest and other funds or (b) retirement of remaining bonds outstanding whenever the aggregate amount in the revenue bond reserve fund, revenue bond amortization fund and sinking fund for any series is equal to the amount of applicable series bonds then outstanding.

(6) The collateral for Series 10 and 11 equipment trust certificates consists of 869 motor buses and 493 elevated-subway cars having a total cost of approximately $58,800,000.

Payments of principal on equipment trust certificates are to be made semiannually from deposits made to principal payment funds. Deposits for payment of principal and interest on equipment trust certificates are to be made from the depreciation reserve fund to which deposits are to be made after requirements have been fulfilled for operating expenses and principal and interest on the revenue bonds.

(7) The Authority received $3,650,000 in each of the years 1965 and 1966 from the State of Illinois for reimbursement of a portion of the cost of transporting students. Funds received are being reflected in revenue each period during the school year, based on the number of school days in each period. Accordingly, during 1966, $3,653,642 was recorded in revenue, $1,353,442 having been recorded in revenue in 1965. The balance of $2,292,916 will be reflected in revenue in 1967.

(8) Under its pension agreement, which is renegotiated every three years, the Authority has agreed to contribute a fixed percentage of payroll to a contributory pension plan for present and retired employees. Under such agreement, the Authority is not legally obligated to fund the actuarial cost of future benefits to present and retired employees. At January 1, 1966, the unfunded amount was approximately $113,000,000, including amounts based on employee services rendered to predecessor companies. The Authority's consulting actuaries have not completed the computation of the unfunded amount as of January 1, 1967, but no significant change from the amount set forth above is anticipated.

(9) The Authority leases operating facilities under long-term leases which expire on various dates from 1977 to 1990.

(10) Commitments for capital expenditures as of December 31, 1966, are approximately $5,200,000.

Statement of Transportation Property and Organization Expense

Showing Balance at December 25, 1965, Plus Additions and Less Retirements During 1966 and Balance at December 31, 1966

	Balance Dec. 25, 1965	Gross Additions	Retirements	Balance Dec. 31, 1966
Land	$ 14,441,172	$ 359,731	$ 2,541	$ 14,798,362
Track and Paving	12,190,796	329,272	207,483	12,312,585
Machinery and Tools	5,004,092	212,341	13,219	5,203,214
Electric Line Equipment	9,620,766	474,886	543,835	9,551,817
Buildings	33,035,028	2,349,955	212,239	35,172,744
Cars	62,427,639	242,948	60,906	62,609,681
Buses, Fare Boxes, etc.	69,675,930	7,486,300	5,463,691	71,698,539
Work Cars, Autos and Service Equipment	1,944,021	155,261	39,897	2,059,385
Furniture	1,530,533	63,349	9,253	1,584,629
Signals and Interlocking	2,346,364	656,847	(751)	3,003,962
Crossings, Fences and Signs	1,420,843	13,487	35,935	1,398,395
Elevated Structures	8,059,631	442,246	16,680	8,485,197
Substation Equipment	3,768,653	773,472	2,908	4,539,217
Telephones and Communications	972,019	41,722	23,595	990,146
Engineering	46,623	—	—	46,623
General and Misc.	5,692,666	476,000	40,580	6,128,086
Total Transportation Property	$232,176,776	$14,077,817	$6,672,011	$239,582,582
Organization Expense	85,316	—	—	85,316
Totals	$232,262,092	$14,077,817	$6,672,011	$239,667,898

Revenue Equipment Owned

December 31, 1966

	On Hand 12-25-65	12-26-65 to 12-31-66 Acquired	12-26-65 to 12-31-66 Retired	On Hand 12-31-66
SURFACE SYSTEM—				
Buses—				
Trolley Buses	516	—	66	450
Diesel—Air Conditioned	10	—	—	10
Diesel	1,147	294	229	1,212
Propane	1,660	—	97	1,563
TOTAL SURFACE SYSTEM	3,333	294	392	3,235
RAPID TRANSIT SYSTEM—				
Elevated Cars—				
Steel—Conventional type	207	—	1	206
Metal—Articulated	4	—	—	4
Metal—P.C.C.	769	—	—	769
Metal—P.C.C. Air-conditioned High-Speed	180	—	—	180
TOTAL RAPID TRANSIT SYSTEM	1,160	—	1	1,159
TOTAL REVENUE EQUIPMENT OWNED	4,493	294	393	4,394

Mileage Owned, Leased, and Operated

December 31, 1966

	Surface System	Rapid Transit System	Combined
Tracks Owned or Leased:			
Owned	33.60	173.28	206.88
Leased (Subways, Congress Expressway and Lake Street Track Elevation)	—	37.23	37.23
TOTAL TRACK OWNED OR LEASED	33.60	210.51	244.11
Revenue and Non-Revenue Track or Route Mileage:			
Revenue Miles in Operation—			
Revenue Tracks	—	171.13	171.13
Trolley Bus Lines (Single Way Miles)	227.24	—	227.24
Motor Bus Lines (Single Way Miles)	1,641.73	—	1,641.73
TOTAL REVENUE MILES	1,868.97	171.13	2,040.10
Non-Revenue Miles—			
Unused Track	31.74(1)	—	31.74
Service Track	1.86(2)	39.38(3)	41.24
Connecting Trolley Bus Lines and Trolley Bus Storage	21.58	—	21.58
TOTAL NON-REVENUE MILES	55.18	39.38	94.56
TOTAL	1,924.15	210.51	2,134.66

NOTES:

(1) This mileage tracks located in public ways and streets which are isolated, tracks from which the electric service has been discontinued and tracks not used.

(2) This mileage covers tracks located at 78th & Vincennes yard and railroad track connection in South Shops plant.

(3) Includes 14.63 miles of main line storage track and 2.57 miles of freight gauntlet track, Evanston branch. Balance consists of track in yards and carhouses.

Operating Statistics

For Fiscal Year Ended December 31, 1966

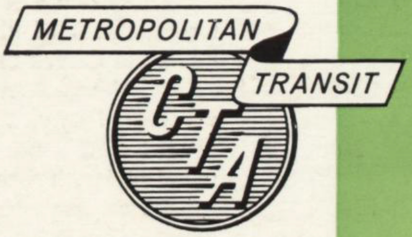
	Surface System	Rapid Transit System	Combined System
REVENUES	$114,181,225	$ 33,290,200	$147,471,425
REVENUE PASSENGERS	405,728,973	117,562,012	523,290,985
REVENUE VEHICLE MILES—			
Cars—Rapid	—	45,501,461	45,501,461
Trolley Coaches	16,193,359	—	16,193,359
Motor Buses	96,079,822	—	96,079,822
TOTAL REVENUE VEHICLE MILES	112.273,181	45,501.461	157,774,642
REVENUE PER VEHICLE MILE	$1.02	73.16¢	93.47¢
EARNING REVENUE VEHICLE HOURS—			
Cars—Rapid	—	(1)	—
Trolley Coaches	1,632,691	—	1,632,691
Motor Buses	8,894,868	—	8,894,868
TOTAL REVENUE VEHICLE HOURS	10,527,559	—	10,527,559
POWER STATISTICS:			
Direct Current Kilowatt Hours	61,329,821	212,430,184	273,760,005
Average Cost per Kilowatt Hour	—	—	1.85¢
MOTOR BUS FUEL STATISTICS:			
Diesel Fuel—Gallons	9,275,000		
Average Miles per Gallon	4.11		
Average Cost per Mile	2.32¢		
Propane Fuel—Gallons	27,295,000		
Average Miles per Gallon	2.12		
Average Cost per Mile	2.52¢		

(1) Not Available

Route and Terminal Changes

Route	Effective Date	Description
Lincoln-Larrabee	3-27-66	South terminal operation changed to loop via Wells, Van Buren, Franklin, and Harrison.
Madison	3-27-66	Rerouted buses eastbound via Madison, Jefferson, and Washington.
Taylor-Sedgwick-Sheffield	3-27-66	South terminal operation on Sundays and in "Owl" periods changed to loop via Wells, Van Buren, Franklin, and Harrison.
Hyde Park	3-28-66	Rerouted express buses southbound via State, Congress, and Michigan.
Jeffery	3-28-66	Rerouted express buses southbound via State, Congress, and Michigan.
Michigan-State-Wacker	3-28-66	Rerouted buses southbound via State, Congress, and Michigan.
Division	4- 4-66	Rerouted alternate a.m. rush hour buses to Northwestern Station via State, Harrison, Dearborn, Randolph, and Canal.
Garfield	4-10-66	Rerouted buses northbound via Indiana, 31st, and Michigan.
Hyde Park	4-10-66	Rerouted buses via Michigan, 31st, and South Park.
Jeffery	4-10-66	Rerouted Sunday buses via South Park, Cermak, and Michigan.
Indiana	4-11-66	Rerouted buses northbound via Indiana, 31st, Michigan, and Cermak.
Jeffery	4-11-66	Rerouted buses northbound via Indiana, 31st, and Michigan, Monday through Saturday.
47th	7-26-66	New off-street terminal at Lake Park Avenue placed in service.
Lunt-Touhy	8- 1-66	Extended certain weekday buses via Touhy, Kedzie, and Pratt to Winston Tower Apartments.
Foster-Central	9-11-66	Rerouted service over a loop via Harlem, Lawrence, Canfield, and Foster, 5 a.m. to 2 p.m.; via Foster, Canfield, Lawrence, and Harlem, 2 p.m. to 1:30 a.m.
47th and 47th, West	9-11-66	Extended 47th service and cut back West 47th service to loop via Cicero, 46th, and Knox.
Archer Express	9-12-66	Extended certain weekday buses via Narragansett to the off-street terminal at 63rd Place and rerouted certain weekday rush hour buses via Cicero and the Southwest Expressway.
Damen, North	9-12-66	Extended alternate weekday rush hour buses via Damen to a loop via 34th, Hoyne, and 35th.
Pulaski, South	9-12-66	Extended certain weekday buses via Pulaski to the off-street terminal at 104th Street.
Wilson-LaSalle	9-12-66	Extended certain weekday rush hour buses via Lake Shore Drive and Marine Drive to Foster.
87th	9-12-66	Rerouted certain buses to U.S. Steel plant via Buffalo, Avenue "O", and 90th.
Central-Laramie	10- 3-66	Inaugurated experimental weekday rush hour service from the Harrison off-street terminal via Central, Roosevelt, and Laramie to a loop via Harrison, Lavergne, and Flournoy.
Armitage	10-16-66	Converted from trolley bus to motor bus operation.
26th-31st	11- 1-66	North terminal operation in base period changed to loop via South Park, 26th, Calumet, and 25th.

NOTE: These do not include numerous temporary service and route changes effected during the year.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